

SUPREME COURT.

Wednesday, November 15th.

IN SUMMARY JURISDICTION.

BEFORE THE ACTING CHIEF JUSTICE.
(MR. H. H. J. GOMPERTZ).

BANK PARTNER'S LIABILITY.

The Tsai On Chan firm, boarding-hous^s keepers, brought action against Lai Pak Ping, defendant being sued as former managing partner of the Yu On Bank for \$200, money deposited in the bank. Mr. C. Wilson appeared for the plaintiff, and Mr. Leo d'Almada appeared for the defendant.

Mr. Wilson stated that Mr. d'Almada consented to judgment.

Mr. d'Almada said that the defendant was in an unfortunate position, as he was the only partner of the bank at present in the Colony. Since he left the bank he had been employed as an accountant in a Chinese firm and was only earning \$18 a month. He asked for judgments at the rate of \$10 a month. The bank closed about two years ago and had vanished.

Mr. Wilson added that the defendant had vanished also.

Mr. d'Almada replied that the defendant had been in the Colony all the time.

Mr. Wilson asked that Mr. d'Almada be reasonable in the matter of instalments.

His Lordship—How much does he get a month?

Mr. d'Almada—\$18. If he has to seek the assistance of the Official Receiver.

His Lordship—Or go to Canton and join the rebels.

Judgment was given for plaintiffs, with a stay of execution.

R.H.K. YACHT CLUB.

The first Club Races in each class were sailed on Saturday afternoon, the 11th inst., under favourable weather conditions. Six boats started in the handicap class at 2.30 p.m., viz.

	min.	sec.
Iris	Scratch	
Dione	receiving	2 0
Rolla		4 40
Colleen	"	4 40
Kathleen	"	5 20
Dorothea	"	5 20

The course was from Lyemun Beacon (port), Cut Rocks Buoy (port), Channel Rocks (port), and back to Club House.

All the boats made a good start, and the two old championship heroes soon strung out a lead and reached the Lyemun Beacon together, Kathleen, Rolla, and Colleen rounding within a few seconds of each other in the order named, Dorothea bringing up the rear. The four last-mentioned boats lost ground on the leaders by standing too far towards the Kowloon shore. The Iris and Dione kept neck and neck on the run towards Cut Rocks Buoy until abreast of the Dock Point, when Iris, drew slightly ahead of Dione. In rounding the Buoy Dione tried to cut inside Iris, and this caused a collision and gave the former a slight advantage which she maintained on the beat to the Channel Rocks and thence home. The other boats rounded the Buoy in the same order as at the Beacon, only a few seconds separating Kathleen, Rolla, and Colleen. On the beat up Colleen passed Rolla off the Dock point and, by standing over some distance towards the Hongkong shore, she gained on the others and rounded the Channel Rocks ahead of Kathleen and maintained her position to the finish. Between the Dock and Channel Rocks Dorothea passed Rolla. The finishing times were:

Dione, actual 4 hrs. 17' min., corrected 4 hrs. 17 min.; Iris, actual 4 hrs. 18 min. 20 sec., corrected 4 hrs. 18 min. 20 sec.; Colleen actual 4 hrs. 23 min., corrected 4 hrs. 18 min. 20 sec.; Kathleen, actual 4 hrs. 23 min. 39 sec., corrected 4 hrs. 18 min. 59 sec.; Dorothea, actual 4 hrs. 25 min. 25 sec., corrected 4 hrs. 21 min. 05 sec.; Rolla, actual 4 hrs. 26 min. 46 sec., corrected 4 hrs. 24 min. 45 sec.

A protest was lodged against Dione by Iris for alleged foul sailing when rounding the Cut Rocks Buoy, which was considered by the yachting committee and upheld. Dione was therefore disqualified, Iris and Colleen tied on time, and the marks gained are as follows:—

	6
Colleen	6
Kathleen	4
Dorothea	3
Rolla	2

ONE-DESIGN CLASS.

Since last season two of these boats have changed hands, viz.—Halcyon and Alannah II. One of the two partners in Alannah II, has also disposed of his share. The following were the starters:—

Alissa Bonito II.
Alannah II. Halcyon
Daphne.

The start was made at 2.40 p.m., and the course was mark Quarry Bay (port), Cut Rocks, Buoy (star), Channel Rocks (port).

There was some good racing in this class. Alissa, however, proved too smart for the others and took it at place.

The finishing times were as follows:—

	Hrs.	Min.	Sec.	Mark.
Alissa	4	12	50-6	
Bonito II.	4	14	40-4	
Alannah II.	4	15	50-3	
Halcyon	4	18	50-2	

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS,"]

HAMBURG, Oct. 14th.

COTTON-GROWING.
The International Cotton Growing Association held their annual meeting at Berlin on the 9th, 10th and 11th inst. They were received by the Colonial Secretary, Herr von Lindequist, who expressed his entire sympathy with their aims and promised them his support.

At the sitting of the Committee on the following day the draft of a uniform bill of lading for the shipment of cotton from all producing countries was discussed and adopted. Amongst other things, it provides for the introduction of a scientific method of ascertaining the extent of excessive moisture in cotton yarns and the raw article, instead of the present unreliable test of inserting the hand into the bales and estimating the amount of damp by the touch; the abolition of one per cent. latitude now allowed between shipping and landing weight; the reduction in the margin of quantity ("more or less") from 5 per cent. as at present to 1 per cent., and the admission of spinners as arbitrators by the Liverpool Cotton Association. These innovations will no doubt meet with strong opposition on the part of importers and merchants, particularly the clauses with reference to weight, which it would seem almost impossible for shippers to comply with in practice, and that prescribing a scientific test for ascertaining excessive moisture, as whatever system be adopted, it would be unable to cope with the enormous quantities of cotton arriving and changing hands daily without causing great delay which would act detrimentally on trade. Besides, it would be necessary to fix standards of the normal amount of moisture in the different growths and descriptions of cotton. It is proposed to leave the whole of this matter to a joint committee of members of the Association and of the Liverpool Cotton Exchange.

Reports from various cotton-growing countries were read and satisfaction expressed at the progress being made everywhere; it was resolved that a delegation should visit Egypt during the winter to study the cultivation and handling of the article there, as had been done in the case of the United States, and that the secretary should be instructed to proceed to India for the same purpose. It was further decided to publish an illustrated dictionary of the technical terms used in the trade, in six different languages.

In the evening a reception was held by the Secretary of State, Herr Dolbrick, who addressed the meeting in cordial and most complimentary terms, and in conclusion stated that a telegram had been received from the Emperor expressing regret at not being able to receive the committee himself owing to his absence from the capital, and conferring the order of the Red Eagle or Sir Charles Macara, the president, in recognition of his services to the cotton industries. Sir Charles replied in a few suitable words thanking the government for the hospitality extended to them.

THE MARKETS.

Cotton continues to decline in spite of the brilliant state of trade in Lancashire, where every spindle is reported to be running, owing to the pressure to sell from the southern States of the Union. Spinners in this country and nearly all over the Continent are still complaining badly of want of orders and adequate spinning margins, but it is to be hoped that with the low range of prices of the raw material now prevailing matters may soon mend.

Sugar appears to have come to a stand-still, but coffee continues to advance; it is just a question whether speculators may not sooner or later, seeing the high prices ruling for both these articles, turn their attention to cotton at the present comparatively low rates.

The iron industries seem to be doing well at present, which is a healthy sign of the condition of trade generally. At the general meeting of the shareholders of the Hespe Iron and Steel Works in Westphalia in the beginning of the month, the Chairman expressed himself most hopefully as to the prospects of the German iron trade. He admitted that it was difficult to speak with any degree of certainty at present, as much depended upon an early settlement of the political trouble in the Mediterranean and elsewhere, and upon the results of the negotiations for renewal of the steel works combine. The latter presented considerable difficulties, but it seemed to be the general desire that the present agreement should be prolonged for another three or five months, and in the meantime the improvement in business and the increase in the number of orders coming in would no doubt help to arrive at a final understanding later on. It might be safely asserted that the large works producing articles not subject to the restrictions imposed by the terms of the combine were fully engaged, and would probably remain so for some time to come; failing off during the winter was, therefore, not to be apprehended.

This was due to the steady flow of orders from the great contractors in this country and to the brisk demand from abroad, which neither the Morocco difficulties nor the out-break of hostilities between Italy and Turkey had so far affected. On the contrary, a further

ITALIAN IMMIGRATION.

The immigration of Italians has fallen off considerably of late in Argentina, and seems to have stopped entirely now owing to the preparations made for the war in Tripoli.

Fears are, therefore, entertained on the River Plate that scarcity of labour will prevent the sowing of the whole of the cereal crops, and that, worse still, it may be impossible to put the same area under cultivation of wheat and Indian corn next season.

More attention will in that case have to be paid to the breeding of cattle, which would cause a decline in the price of meat and a rise in those of cereals, a most serious matter for a country which exports the latter in such quantities as Argentina.

CORRESPONDENCE.

THE DOGS' HOME.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—In view of some anonymous statements which have appeared recently I shall be obliged if you will print the following.

A year or two ago a gentleman called on me to consult a bout what could be done to save healthy stray dogs from being destroyed. We agreed to open a Dogs' Home if practicable. H.E. the Governor regarded the project favourably and at once promoted an Ordinance to make our position legal. The Government also readily granted us a large piece of land at a nominal rental, on the understanding that whenever the Home made a profit aadequate rental would be paid.

I became personally responsible in every respect. The establishment charges amounted to \$472. Towards this Mr. F. K. Tate and Mr. M. J. Patel helped substantially, and afterwards Dr. Hartley kindly gave a donation. Mr. Abdul Rahim drew our plans and supervised erection without any charge. With the consent of the Government Insp. McEwen expressed himself as willing to superintend the reception and treatment of the dogs and also to conduct sales. As with the subscribers, so also he was willing to give his services gratuitously, on the understanding that if the Home made a profit he would receive a substantial present when he went on furlough in 1912. The number of dogs passing through the Home has been large; but, contrary to our hopes and confident expectations based on Insp. McEwen's experience, the books have never shown one cent of profit. The Home was opened in April, 1909, and in the twenty months has rendered good service. Since the opening of the Home the Sanitary Department has made a new departure, and now the government requires one site for bullock stables. They have kindly offered to provide a site elsewhere, and one is being sought for east or west of the City of Victoria. The requisition, however, involves the demolition of the brick-built kennels. So that the \$472 worth of belongings probably only about \$30 worth could be removed with advantage for reconstruction elsewhere. Personally I cannot afford to put any more money into this effort. The Government, in various Departments, has been most kind and willing to help in any way practicable; but we can scarcely expect that our kennels should be rebuilt for us by the Public Works Department. To reorganise and have sufficient to engage needed help at least \$600 would be required.

The Home has been carried on in the interests of the Public for the benefit of man's companion. Profits would have been given to set going the Society for the Prevention of Cruelty to Animals. This statement is made that the public may know all the facts of the case. Any suggestions will be welcomed by the undersigned, lover of dogs. There is no difficulty of any kind in the way of carrying on the Home in the near or distant future, so far as I know, except the provision of the re-establishment of the brick-built kennels. So that the \$472 worth of belongings probably only about \$30 worth could be removed with advantage for reconstruction elsewhere.

This morning there was a persistent rumour that Peking had fallen and that the Prince Regent was a prisoner. I went on my cycle to see the Consul, who said that he had not even heard the news. However, the Chinese papers have published it. The Foochow Viceroy is willing to give in, but the Taratar-General says that rather than give in he will burn the city down. An English gunboat came in to-day and is at the Anchorage twelve miles down the river, and later came right up to the settlement.

CHARLES H. HICKLING.
The Mause, 3, Kennedy Road.
Nov. 16th, 1911.

THE WEDDING OF MISS JORDAN AT PEKING.

The wedding of Maj. Travis Clark of the Indian Engineers and Miss Edith, daughter of Sir John and Lady Jordan, which took place at the British Legation Chapel on the 1st inst., is thus reported by the *Peking Daily News*.—The ceremony was performed by the Rev. Bishop Scott, who was assisted by the Rev. Mr. Norris, and the bride was given away by her father.

The bride looked very charming in her white dress of satin, trimmed with pearls. Throughout the ceremony and during the reception the bride seemed to be extraordinarily calm, which showed off her graceful and dignified appearance to great prominence. The "best man" was Captain Hart of the British Legation Guards, and the group of bridesmaids added a beautiful effect to the scene before the altar.

The afternoon was perfect with bright sunshines, and there were so many guests that the Chapel could hardly hold them; many were those who had to be content with being present at the reception. The British community in Peking turned up in great force, while the different locations were well represented.

Prince See, Minister of Colonial Affairs, and

THE REVOLUTION.

REBELS PLAN A LOAN OF \$20,000,000.

To provide funds for further military operations in the establishment and extension of the new "Chinese Republic" the revolutionary leaders, the *China Press* etc., have drafted a bond issue regulation by which it is hoped to raise \$20,000,000 on the basis of 75-100 of a gramme of gold to the dollar. Each bond is to represent \$10.00 and is to bear five per cent. interest to be paid in the sixth month every year. The redemption is to be made in four different years from the sixth year of issue, 1917.

The security is the confiscated property at Wu-chang, Hanyang and Hankow, including the Han-yang Iron Works and other factories and mills as well as the land near Hsin-hu in Hankow, estimated value of which total about 23,850,000.

Arrangements have been made for the payment of all Customs revenue into the Hongkong and Shanghai Bank instead of into the Ta-ching Government Bank. The money will be paid into a special fund in the name of the Inspector-General, as was done at Hankow.

THE REVOLUTION IN FOOCHOW.

(EXTRACT FROM A PRIVATE DAIRY BY KIND PERMISSION.)

SUNDAY, Nov. 5th, 1911.

I think that it may be well to keep a record of events during these rather exciting times, as a revolution in China does not take place every day, and no newspaper account will give the ordinary small details. So far Foochow is in the hands of the Manchus, but already Hankow, Wuchang, Changsha, Kiukiang and Shanghai have fallen, and probably the fall of Foochow will be decided in a few days. All last week the Chinese have been leaving the city and it is calculated two-thirds of the people have left. All English missionaries were ordered out by the Manchus last Tuesday and are now on this island of Nanking, where our principal schools are. The Christian women who could not go home are housed in the women's schools here, and small houses in the villages are fetching an enormous rent. The Manchus have fortified their quarter of the city and are awaiting the arrival of the "Marco Polo" ton. We went back and put up the tent on the top of Mr. Muller's house. The fire at that time was tremendous, and the Manchus are hard pressed, to blow up all the powder magazines, and it is this which has caused the scare. The roads leading from the city are full of people and loads, all fleeing away, and the general belief is that the fighting will begin this week. The Revolutionary party, however, are still afraid of the explosion of the magazines, and dare not attack. Such is our position on this beautiful sunny Sunday. Our boys are quietly going on with work; of course we all want the Chinese to win, and if Tientsin or Peking are taken I fancy the Manchus here will give in without resistance, and so much bloodshed will be avoided. We are not, I think, in danger on the island, unless the mob gets out of hand, and of course the "Pie-giang" (the ruffians) will take their opportunity, but the Revolutionaries will do their best to keep order and are to put a guard on the long bridge to keep the city mob back. This afternoon a woman whom we know very well, a very nice Christian woman, came in to say that the people are leaving the villages near the city and what should she do; so we have told her to come to us with her two children whenever she feels that there is real danger. She is two miles from the city, so it shows what a panic there is. Our services went on to-day as quietly as ever, and in the English church we had over twenty communicants.

Mondays, Nov. 6th.

To-day a deputation of the former have waited on the Viceroy to ask him to resign and hand over the city to us so as to save bloodshed. We have not heard the result, but this afternoon we heard of the fall of Hangchow and Szechow, and we are evidently close to the industrial school; another report says that the Manchus had yielded and that all was over. However, this morning there was heavy firing at daybreak and fresh fires were rising from the city. Evidently larger guns were being used, and it is reported that the Chinese have got up some large guns from the forts down the river. Severe fighting is evidently going on.

Friday, 8 a.m., Nov. 10th.

At ten o'clock last night, the city fire had quite died down, the firing had ceased and except for the firing off of guns and the beating of gongs in the villages around us all seemed peaceful, and we hoped that the report was true that the Manchus had yielded and that all was over. However, this morning there was heavy firing at daybreak and fresh fires were rising from the city. Evidently larger guns were being used, and it is reported that the Chinese have got up some large guns from the forts

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STRATHLYON ... 21st Nov.
ORTERIC ... 5th Dec.
RYGJA ... 20th Dec.
RYGJA ... 1912
SUVERIC ... 9th Jan.

RYGJA ... 2nd Dec.
SUVERIC ... 14th Dec.
1912
KUMERIC ... 3rd Jan.

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PROPOSED SAILINGS.

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25th November.

10th December.

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End November.

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• MONGOLIA ... 27,000 SATURDAY, 16th Dec., at 1 P.M.
• KOREA ... 18,000 FRIDAY, 12th Jan., at 1 P.M.
• SIBERIA ... 18,000 SATURDAY, 27th Jan., at 1 P.M.
• MANCHURIA ... 27,000
• MONGOLIA ... 27,000
• KOREA ... 18,000
• SIBERIA ... 18,000

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TANJONG PAGAR REPORT.

MORE PROSPEROUS RECORD FOR
FIRST HALF OF 1911.

The Report of the Tanjong Pagar Dock Board for the half-year ended June 30th last, just issued, marks the "Strait Times" is a more cheering publication than the report for the previous six months. The latter report record a distinct decrease both in work and in profit, but during the first half of the present year an increased revenue, a bigger credit balance and a greater turnover in the dockyards and workshops are noted.

The credit balance of general revenue account for the half-year under review is \$755,880, which together with the sum of \$47,564.83 brought forward from the previous half-year's accounts, and \$15,839.51 transferred to debit of Leone Fund in respect of the chairman's salary, give a balance at credit of \$820,274.34. Of that balance, interest paid or due to Government on cash received from Loan Funds under Ordinance No. IV. of 1907, absorbs \$712,632.02, and the balance remaining, \$107,642.32, is carried forward.

The following table shows a comparison of gross revenue with previous half-years since the formation of the board, work done on the board's own account in the docks and workshops not being included, viz.:—

	Half Year.	Wharf.	Docks.	Total.
1905	2nd half-year	\$1,364,971	969,760	2,334,731
1906	2nd	1,491,341	1,016,067	2,507,408
1907	2nd	1,453,822	854,626	2,308,449
1908	2nd	1,547,028	1,000,594	2,547,622
1909	2nd	1,471,464	1,056,241	2,527,705
1910	2nd	1,516,291	986,281	2,502,572
1911	2nd	1,258,291	961,646	2,219,937
1912	1st	1,364,639	1,070,734	2,435,473
1913	1st	1,366,511	1,046,886	2,537,447
1914	2nd	1,471,533	795,021	2,256,554
1915	1st	1,461,528	938,760	2,400,288

The balances for the same periods have been as follows:—

	Half Year.	Wharf.	Docks.	Total.
1905	2nd half-year	\$663,319		
1906	1st	702,713		
1907	2nd	817,642		
1908	1st	803,944		
1909	2nd	857,158		
1910	1st	846,772		
1911	2nd	746,524		
1912	1st	726,843		
1913	2nd	754,422		
1914	1st	694,365		
1915	2nd	757,856		
1916	1st	756,880		

EARNED AND EXPENDED.

The board have to report an increase in net revenue, as compared with the preceding half-year, of \$83,273.62, this being, however, a decrease of \$19,948.49 as compared with the average of the preceding eleven half-years. The increase in net earnings is partially due to an increased turnover of the dockyard and workshop. The net earnings of the wharf department are \$25,774.82 less than the preceding half-year, and are \$13,995. below the average of the preceding eleven half-years.

The expenditure upon repairs and renewals is \$122,139.25, being an increase of \$29,356.48 on the preceding half-year, but a decrease of £15,327 on the average expenditure under this head for the past eleven half-years. The increases are \$20,877 on account of heavy repairs to houses, \$10,682 on account of repairs to wharves, \$6,861 on account of godowns.

Of the total interest paid to Government of \$712,632.02 for the half-year under review \$706,579.09 is in respect of interest on the initial capital cost of the undertaking and on debentures redeemed, the balance, \$15,952.93, is in respect of interest on progress cost of new works. The Rebolews Equalization account has been credited with interest for the half-year \$824,167, and now stands at \$420,554.92. The Fire Insurance Reserve Fund has been increased by the addition of interest for the half-year to \$155,060.

Reserve Fund \$1,212, to the commencement of the period, stood at \$159,920.26, to which has been credited interest \$3,297.63, net cost of wagon sold to Government Wharves, Penang, \$368.30, and proceeds of the sale of launches Nos. 2 and 5, \$4,800, making a total of \$168,036.29; the cost of new works \$30,833.99, not payable from Loan Funds, having been debited to the Fund, the balance at credit on June 30, 1911, is \$137,252.93.

The work on the new dry dock, Keppel Harbour, which is being carried out by Messrs. Topham, Jones & Ralton, has proceeded very satisfactorily.

The electric power and light installation has been further extended at Tanjong Pagar during the half-year. The pumps at Victoria and Albert Docks are now driven by motors.

Practically the whole of the stationary plant throughout the undertaking is now electrically driven. The total number of units supplied from the power station was 608,579.

PENANG ESTABLISHMENTS.

The revenue for the half-year at Prys River dock, Penang, has been more satisfactory, resulting in a profit of \$22,870.38 against a loss for the previous half-year of \$2,061.29.

The tonnage handled at the Government Wharves, Penang, during the half-year shows an increase of 33,434 tons on the previous half-year, but the net revenue is lower by \$2,175.

NET REVENUE.

December, 1903 ... 30,587

June, 1904 ... 34,218

December, 1909 ... 31,040

June, 1910 ... 60,224

December, 1910 ... 47,789

June, 1911 ... 49,964

G.C.O. AND COAL TONNAGES.

December, 1908 ... 86,674

June, 1909 ... 32,078

December, 1909 ... 121,615

June, 1910 ... 95,693

December, 1910 ... 120,707

June, 1911 ... 120,970

December, 1910 ... 120,970

June, 1911 ... 128,269

December, 1910 ... 267,233

SHIPPING

ARRIVALS.

ARAHAM, Danish str., 3,007, J. B. Corkin, 15th Nov.—Vladivostok 8th Nov., Beans and General—Molchorn & Co.
DAIJI MATU, Japanese str., 846, H. Muraya, 15th Nov.—Tamsui 12th Nov., General—Osaka, Shosa Kaihatsu.
HAIYANG, British str., 1,362, J. W. Evans, 15th Nov.—Swatow 14th Nov., General—Doulgas, Lepak & Co.
HONGKONG, French str., 739, A. Cornelissen, 12th Nov.—Haiphong 11th and Pakhoi 12th November, General—A. R. Marti.
KANAS, British str., 3,953, R. Linklater, 14th Nov.—New York 29th Sept., General—Shaw, Tones & Co.
LINAN, British str., 1,351, C. G. Williams, 15th Nov.—Shanghai 12th Nov., General—Bitterell & Swire.
MAITA, British str., 3,699, G. M. Montford, R.N.R., 15th Nov.—Yokohama 31st Oct., General—P. O. S. N. Co.
SEUN, British str., 865, D. E. Harbinson, 14th Nov.—Moji 8th Nov., Coal—Asgard, Thorsen & Co.
TJINANOEK, Dutch str., 3,710, A. F. W. Jurriaans, 15th Nov.—Macassar 8th Nov., Sugar and General—Java-China-Japan Liner.
TAMON MARU, Japanese str., 1,001, Yamashita, 15th Nov.—Moji 9th Nov., Coal—Mitsui Busan Kaihatsu.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
15th November.
Arabsian, Danish str., for Singapore.
Carl Diderichsen, German str., for Haiphong.
Ferrol, British str., for Singapore.
Himalaya, French str., for Swatow.
Soudi Maru, Japanese str., for Swatow.

DEPARTURES.

15th November.
ANAO MARU, Japanese str., for Port Arthur.
CHIUNING, British str., for Weihaiwei.
COLENZ, German str., for Kobe.
DOVER, Norwegian str., for Port Bayard.
HAIMUN, British str., for Swatow.
HEINE, German str., for Swatow.
HONG WAN I, British str., for Amoy.
JOHANNE, German str., for Macassar.
KAITONG, British str., for Manila.
KWONGKANG, British str., for Shanghai.
MALTA, British str., for Singapore.
MICHAEL JENSEN, German str., for Haiphong.
NULUS, British str., for Singapore.
TUNG WAH, Chinese str., for Shanghai.
UNIK MIED, Japanese str., for Moji.
YORK, German str., for Europe, &c.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S.S. Co. str. *Murathia* is expected to sail from Manila on Wednesday, and will arrive at Hongkong, at 10 a.m. to-morrow.

The T.K.K. str. *Chigo Maru* sailed from Yokohama on the 13th instant for Hongkong, and is due to arrive at this port on or about the 21st inst.

The P. M. S.S. Co. str. *Mongolia* sailed from San Francisco on the 7th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 8th prox.

The T.K.K. str. *Nippon Maru* arrived at San Francisco on the 2nd inst., and leaves there on the 15th inst., and is due at Hongkong on or about the 12th prox.

The T.K.K. str. *Tsugo Maru* arrived at San Francisco on the 9th inst., and will be despatched for Hongkong on the 22nd inst.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney on the 1st inst. for this port (via Queensland Ports, Timor and Manila).

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 10th inst., and is expected here on the 20th inst.

The E. & A. str. *Aldonham* left Sydney on the 11th for this port (via Queensland Ports and Manila).

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan* arrived at Shanghai at 3 a.m. on the 13th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. to-day.

THE GERMAN MAIL.

The L.G.M. str. *Roon*, carrying the German Mails with dates from Berlin of the 18th ult., left Singapore on the 11th inst. at midnight, and may be expected here to-day p.m.

MERCHANT STEAMERS.

The H.A. Line str. *Scandinavia* left Singapore on the 10th inst. p.m., and may be expected here to-morrow a.m.

The Austrian Lloyd's str. *E. F. Ferdinand* left Singapore for this port on the 12th inst., and will arrive here to-morrow a.m.

The N.Y.K. str. *Mitsubishi Maru* (Calcutta Line) left Moji for this port on the 12th inst., and is expected here to-morrow.

The C.S.K. str. *Seattle Maru* from Tacoma arrived at Yokohama on the 31st inst., and will leave again for this port via Manila on the 3rd inst., and is due here on or about the 20th inst.

The N.Y.K. str. *Akatsuki Maru* (European Line) left Moji for the port via Shanghai on the 13th inst., and is expected here on the 23rd inst.

The T.K.K. str. *Hongkong Maru* sailed from Yokohama on the 14th inst. for Hongkong, and is expected to arrive at this port on or about the 27th inst.

The N.Y.K. str. *Hiroshima Maru* (Calcutta Line) left Calcutta for this port via Rangoon and Shanghai on the 9th inst., and is expected here on the 28th inst.

The Olef Wijk & Co. str. *Ceylon* left Port Said on the 6th inst., and is expected to arrive here on or about the 2nd prox.

The str. *Glenroy* passed the Suez Canal on the 7th inst., and is due here on or about the 7th prox.

The T.K.K. str. *Kiyo Maru* sailed from Valparaiso on the 15th inst. for Hongkong, and is expected to arrive at this port on or about the 2nd February.

THE AMERICAN ASIATIC LINE.

Captain K. Cobol, will leave for the above places on SUNDAY, the 19th inst., at Daylight.

This Steamer has capital accommodation for passengers, Electric Light, carries a Doctor and Stewardess.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Prince's Building.

Hongkong, 15th November, 1911. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "l," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "n," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & CO.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, E.C. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	k. w.	E. P. Martin, E.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
ROTTERDAM, RAMBURG & ANTWERP, &c.	ARCADIA	Gor. str.	k. w.	Luning	HAMBURG-AMERICA LINER	To-day.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Gor. str.	k. w.	Kotzle	HAMBURG-AMERICA LINER	On 6th Dec.
HAVRE & HAMBURG VIA STRAITS, &c.	FREIBENFELS	Gor. str.	k. w.	Sandstedt	HAMBURG-AMERICA LINER	On 23rd inst.
HAVRE, BREMEN & HAMBURG, &c.	SVANOVIA	Gor. str.	k. w.	Selmer	HAMBURG-AMERICA LINER	On 7th Dec.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUTA MARU	Jap. str.	k. w.	Wm Thompson	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	k. w.	T. Yamawaki	NIPPON YUSEN KAISHA	On 6th Dec., at D'light
MARSEILLE, HAVRE & HAMBURG, &c.	ANDALUSIA	Jap. str.	k. w.	Malishow	HAMBURG-AMERICA LINER	On 17th Dec.
SEATTLE MARU	—	Jap. str.	k. w.	Tominga	OSAKA SHOSEN KAISHA	On 23rd inst., at 11 A.M.
INA MARU	—	Aus. str.	k. w.	Pavissich	NIPPON YUSEN KAISHA	On 5th Dec., at Noon.
CHINA	—	Gor. str.	k. w.	Moisner	SANDE, WIELER & Co.	On 27th inst., at 2 P.M.
—	—	—	—	DODWELL & CO., LTD.	HAMBURG-AMERICA LINER	On 23rd inst.
NEW YORK	VALANDIA	Brit. str.	k. w.	L. James	SHEWAN, TONES & Co.	About 16th inst.
BOSTON & NEW YORK	ERROL	Am. str.	—	—	ARNHOLD, KARBERG & Co.	About 30th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	INDRAMAYO	Am. str.	—	Prince	THE BANK LINE, LIMITED	On 9th Dec.
BOSTON & NEW YORK	AFGHAN PRINCE	Am. str.	—	J. R. Shaw	CANADIAN PACIFIC R. CO.	On 21st inst.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	STRATHLYON	Brit. str.	—	J. R. Shaw	CANADIAN PACIFIC R. CO.	On 2nd Dec., at 7 A.M.
VANCOUVER (DIRECT)	—	—	—	—	PACIFIC MAIL SS. CO.	On 30th Dec., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	W. Davison	PACIFIC MAIL SS. CO.	To-morrow, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	TO-MORROW	On 25th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	—	—	—	—	—	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	—	—	—	—	—	On 24th inst., at Noon.
AUSTRALIAN PORTS	—	—	—	—	—	On 2nd Dec., at 10 A.M.
MEXICAN PERUVIAN & CHILEAN VIA JAPAN	—	—	—	—	—	On 9th Dec.
KOBE & YOKOHAMA	—	—	—	—	—	On 13th Dec., at Noon.
NAKASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	C. F. Cope	TOYO KISEN KAISHA	On 23rd inst., at 11 A.M.
—	—	—	—	M. Yagi	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
JAPAN	—	—	—	Forester	JAVA-CHINA-JAPAN LINER	Quick despatch.
WEIHAIWEI, CHEFOO & TIENSIN	—	—	—	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	To-day at 4 P.M.
SHANGHAI	—	—	—	H. W. Rehm	BUTTERFIELD & SWIRE	To-day at 4 P.M.
TSINGTAI, TSINGTAU, KOBE & YOKOHAMA	CHIYODA MARU	Jap. str.	—	M. Courtney	MELCHERS & Co., LTD.	About 16th inst.
SHANGHAI	—	—	—	C. G. Williams	JARDINE, MATESON & Co., LTD.	To-morrow, at Noon.
—	—	—	—	—	BUTTERFIELD & SWIRE	On 18th inst., at M'night
—	—	—	—	Teek	—	On 19th inst., at D'light
SCANDIA	—	—	—	W. C. Passmore	SANDE, WIELER & Co.	About 21st inst.
E. F. FERDINAND	—	—	—	Teek	P. & O. S. N. Co.	On 23rd inst., at 4 P.M.
BANCA	—	—	—	H. A. Hards	BUTTERFIELD & SWIRE	On 25th inst., at 2 P.M.
KWEILIN	—	—	—	J. S. Ronch	P. & O. S. N. Co.	On 26th inst., at 5 P.M.
ASSAYE	—	—	—	W. C. Passmore	TOYO KISEN KAISHA	On 21st inst., at 11 A.M.
ANHUI	—	—	—	—	OLOF WIJK & CO., LTD.	On 18th inst., at 2 P.M.
BOMBAY MARU	—	—	—	—	—	On 20th inst., at 4 P.M.
CEYLON	—	—	—	—	—	On 21st inst., at 4 P.M.
TIJODAS	—	—	—	—	—	On 25th inst., at 2 P.M.
SOSHU MARU	—	—	—	—	—	On 26th inst., at 5 P.M.
DAIGI MARU	—	—	—	—	—	On 27th inst., at 4 P.M.
HAITANG	—	—	—	—	—	On 28th inst., at 3 P.M.
HAIMUN	—	—	—	—	—	On 29th inst., at 3 P.M.
HAICHING	—	—	—	—	—	On 18th inst., at 10 A.M.
LOONGSANG	—	—	—	—	—	On 19th inst., at 10 A.M.
RUBI	—	—	—	—	—	On 18th inst., at 2 P.M.
TAMING	—	—	—	—	—	On 18th inst., at 5 P.M.
YUENSANG	—	—	—	—	—	On 21st inst., at 2 P.M.
TEAN	—	—	—	—	—	On 25th inst., at 4 P.M.
ZAFIRO	—	—	—	—	—	On 25th inst., at 4 P.M.
RYOJA	—	—	—	—	—	On 26th inst., at 4 P.M.
TIJMARI	—	—	—	—	—	On 27th inst., at 4 P.M.
MILKE MARU	—	—	—	—	—	On 28th inst., at 4 P.M.
LAISANG	—	—	—	—	—	On 29th inst., at 4 P.M.
HAKATA MARU	—					

